

A2
Amel.

shown to include a pair of input shafts 134a and 134b and an output shaft 136. The clutch 130a is coupled to the output shaft 138a of the engine 120a and to the input shaft 134a of the transmission 128. The clutch 130a is operable in a first condition for transmitting a rotary output from the engine 120a to the input shaft 134a, and a second condition in which the output shaft 138a of the engine 120a and the input shaft 134a are not rotatably coupled (i.e., the output shaft 138a of the engine 120a and the input shaft 134a may rotate independently of one another). The clutch 130b similarly selectively couples the output shaft 138b of the engine 120b and the input shaft 134b to one another. The transmission 128 is operable for combining the rotary inputs from the input shafts 134a and 134b and transmitting a rotary output to the propeller cluster 124. In the particular embodiment illustrated, the transmission 128 includes a gearset that provides an appropriate level of speed reduction and torque multiplication.

IN THE CLAIMS

Please amend the claims as follows:

- A3
Sub
B1
1. (Amended) An aircraft comprising:
 - a fuselage defining a central storage cavity, the fuselage having a length of at least 100 feet, a height of at least 16 feet and a width of about 24 feet;
 - a wing assembly extending through and fixedly coupled to the fuselage in an unswept manner and providing the aircraft with a wingspan of at least 300 feet, the wing assembly defining a pair of wing storage cavities each of which being located on an opposite side of the fuselage, the wing assembly having a moderate aspect ratio of at least 3.5 to permit the aircraft to be flown efficiently in and out of ground effect;
 - an altitude control system for controlling the altitude of the aircraft when the aircraft is flown in ground effect, wherein the altitude control system is operable in an active mode for maintaining an altitude of the aircraft at about a predetermined altitude above a surface over which the aircraft is traveling; and

a plurality of independent and steerable landing gear coupled to the fuselage and operatively distributing the weight of the aircraft over a predetermined area;

wherein the central storage cavity and the wing storage cavities are configured to receive a cargo that includes intermodal re-usable cargo containers.

4. (Amended) The aircraft of Claim 1, wherein at least a portion of the wing assembly droops downwardly in a laterally outward direction, the laterally outward direction being taken from the fuselage to an associated tip of the wing assembly.